benefit; to such employees who wished to seek pre-mature retirement because of physical incapacity, etc.

(c) Out of 203 employees who opted for the Scheme, 46 employees were granted premature retirement.

(d) The Scheme was in operation between 18-6-1985 to 31-7-1985.

नेपाल में रहने वाले भारतीय मूल के व्यक्तियों के हितों की रक्षा

*226. **श्री सत्य प्रकाश मालवीय :** क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) नेपाल में भारतीय मूल के रहने वाले व्यक्तियों के हितों की रक्षा करने के लिए सरकार ने क्या कदम उठाए हैं;

(ख) ऐसे व्यक्तियों की कुल संख्या कितनी है ; और

(ग) क्या यह सच है कि नेपाल में भारतीयों द्वारा परिसम्पत्ति खरीदे जाने पर प्रतिबन्ध है ?

विदेश मंत्रालय में राज्य मंत्री (श्री के० नटवर सिंह) : (क) नेपाल में भारतीय राष्ट्रिकों के प्रति भेदभाव बरते जाने और उन्हें परेशान करने के मामले जब कभी सरकार की जानकारी में आते हैं तो नेपाल स्थित हमारे राजदूत ऐसे मामले नेपाल के महामहिम की सरकार के साथ उठाते हैं।

(ख) भारत सरकार के लिए ठीक-ठीक यह बताना मुमकिन नहीं है कि नेपाल में भारतीय मूल के कितने लोग रहते हैं लेकिन यह संख्या नेपाल की कुल आबादी का काफी बड़ा भाग है ।

(ग) जी, हां ।

High Power Committee to look into flying training and maintenance aspects of Airlines

*227. SHRI SURESH PACHOURI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that his Ministry has set up two High Power Committees to look into flying 'raining and maintenance aspects of the Airlines ; and

(b) if so, what is the composition and terms of reference of each committee ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL) : (a) Two such committees have been formed for Indian Airlines.

(b) The composition of ihe maintenance committee is :

1.	Shri J. K. Mehra	
2.	AVM Gowrie S. G. Thate, Air HQ.	. Member
3.	Shri R. K. Hasija, Retd. Air India Officer	Member
4.	Shri K. B. Gaaesan, Former DGCA	. Member
5.		

Ths terms of reference of the Committee are to examine the induction and training of engineers, the conditions of workshops and equipment, awarding of various licences and endorsements, maintenance procedures and all other matters connected with adequate maintenance of aircraft in Indian Airlines. It will also examine the aspects of regulatory control and monitoring procedures of air-worthiness.

The composition of training committee is as follows :

1. Shri B. K. Bhasin, Member, N.T.S.B ..... Chairman
2. Capt. N. K. Dawar, Director, I.G.R.U.A. Member
3. Capt. I. Pareira, Former Dg. M.D., IA. Member
4. Shri C. S. R. Rao, Former Dir. (Ops), AI Member
5. Wg. Comdr. R. P. S. Garcha, Sr. Flight Safety Officer, IA.F. . Member
6. Shri H. S. Khola, Dy. DGCA..... Member-Secretary

The terras of reference of the Committee are (i) to study the existing training procedures and methods Allowed in Indian Airlines for Pilots; and (ii) to identify any areas of weaknesses in the system aad suggsst measures for their improvement.

Persons killed/injured by DTC buses

*228. SHRI RAJNI RAN JAN SAHU : Will the Minister of SURFACE TRANSPORT be pleased to stale :

(a) what is the number of persons killed/injured due to accidents caused by DTC busts so far during the current year ;

(b) what is the amount of compensation paid by DTC to the victims and the next of kin of the deceased during this period ;

(c) whether Government are taking any steps to inculcate the safe driving habit amongst the DTC drivers ; ana

(d) if so, what are the details thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

Statement

(a) During the period from January to April, 1989, 69 per-ssns were killed and 500 injured in the road accidents involving DTC buses.

(b) The compensations said during January—April !989 amounts to Rs. 64.51 lakhs.

(c) and (d) Recruitment of drivers is done by DTC after rigorous tests of driving competence and rules of the road. After selection, they undergo a special training course for two months in DTC training school and pass a test before the driver is assigned line duty. The performance is watched all along and as a part of safety measure, accident prone drivers are identified and given refresher courses in association with the Delhi Traffic Police. Maximum speed limit of city buses has been fixed at 40 K.M. per hour and speed governors are provided